



Rules and Regulations for the Classification of Ships, July 2006

Notice No. 6

**Effective Date of Latest
Amendments:**

See page 1

Issue date: April 2007

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RULES AND REGULATIONS FOR THE CLASSIFICATION OF SHIPS, July 2006

Notice No. 6

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Ships, July 2006*. The amendments are effective on the dates shown:

Part	Chapter	Section	Effective date
1	3	17	1 July 2006
1	3	1, 6	1 July 2007
1	3	1, 6, 7, 8	1 January 2007
3	5	7	Corrigendum
4	9	1	Corrigenda
5	17	7	1 January 2007

The *Rules and Regulations for the Classification of Ships, July 2006* are to be read in conjunction with this Notice No. 6. The status of the Rules is now:

Rules for Ships	Effective date:	July 2006
Notice No. 1	Effective dates:	1 April, 1 July 2006 & Corrigenda
Notice No. 2	Effective date:	1 January 2007
Notice No. 3	Effective date:	1 July 2006 & Corrigenda
Notice No. 4	Effective date:	1 January 2007 & Corrigenda
Notice No. 5	Effective date:	1 January, 1 July 2007 & Corrigenda
Notice No. 6	Effective date:	1 July 2006 & 1 January, 1 July 2007 & Corrigenda

Part 1, Chapter 3
Periodical Survey Regulations

Effective date 1 July 2007

■ **Section 1**
General

1.5 Definitions

1.5.15 **Substantial Corrosion** is wastage of individual plates and stiffeners in excess of 75 per cent of allowable margins, but within acceptable limits. For ships built in accordance with the Common Structural Rules (CSR), substantial corrosion is as an extent of corrosion such that the assessment of the corrosion pattern indicates a gauged (or measured) thickness between $t_{net} + 0,5$ mm and t_{net} .

Effective date 1 January 2007

1.6 Preparation for survey and means of access

1.6.10 A survey planning meeting is to be held prior to the commencement of Intermediate Survey and Special Survey. In addition to this the following is applicable:

- (a) For ships assigned the notation **ESP**, the Owner is to prepare a Survey Programme prior to the commencement of any part of the Intermediate Survey on ships over 10 years of age and Special Survey.
- (b) The Survey Programme is to be in a written format and submitted to LR at least six months in advance of the survey, see 6.3, 7.3 and 8.3. The Survey Programme at Intermediate Survey may consist of the Survey Programme agreed for the previous Special Survey supplemented by the Executive Hull Summary of that Special Survey and later relevant survey reports. The survey programme is to be worked out taking into account any amendments to the survey requirements implemented after the previous Special Survey.

1.6.11 For ships assigned the notation **ESP**, the Owner is to respond to a Survey Planning Questionnaire and to prepare a Survey Programme, see 6.3, 7.3 and 8.3.

- (a) The Survey Planning Questionnaire is to be submitted to LR prior to the preparation of the Survey Programme. This is to include information on access provisions for close-up Surveys and thickness measurements; cargo history; the results of inspections carried out by the Owner; a list of reports of Port State Control Inspection containing hull structural deficiencies; a list of Safety Management System non-conformities related to hull maintenance and details of the thickness measurement company.

- (b) The Survey Programme is to be submitted prior to the commencement of any part of the Intermediate Survey on ships over 10 years of age and Special Survey. This is to be in a written format and submitted to LR at least six months in advance of the survey. The Survey Programme at Intermediate Survey may consist of the Survey Programme agreed for the previous Special Survey supplemented by the Executive Hull Summary of that Special Survey and later relevant survey reports. The survey programme is to be worked out taking into account any amendments to the survey requirements implemented after the previous Special Survey.

1.7 Thickness measurement at surveys

1.7.3 For non-**ESP** ships less than 500 gross tons and all fishing vessels, the designated Surveyor, who has received training and been qualified by LR, may carry out thickness measurements. The Owner is to respond to a Survey Planning Questionnaire and to prepare a Survey Programme, see 6.3, 7.3 and 8.3.

Existing paragraphs 1.7.3 to 1.7.8 have been renumbered 1.7.4 to 1.7.9.

1.7.9 1.7.10 A report is to be prepared by the approved firm or Surveyor carrying out the thickness measurements. The report is to give the location of measurement, the thickness measured as well as the corresponding original thickness. The report is to give the date when measurement was carried out, the type of measuring equipment, names of personnel and their qualifications and is to be signed by the operator.

Existing paragraph 1.7.10 has been renumbered 1.7.11.

■ **Section 6**
Special Survey – Bulk carriers – Hull requirements

6.3 Planning for survey

6.3.2 Prior to the development of the Survey Programme, a Survey Planning Questionnaire is to be completed and submitted by the Owner, see 1.6.9.

Effective date 1 July 2007

Table 3.6.1 Close-up Survey – Single skin bulk carriers

Special Survey I (Ships 5 years old)	Special Survey II (Ships 10 years old)	Special Survey III (Ships 15 years old)	Special Survey IV (Ships 20 years old and over)
<p>(1) 25% of shell frames and their end attachments in the forward cargo hold at representative positions.</p> <p>(2) Selected shell frames and their end attachments in remaining cargo holds.</p> <p>(3) 1 transverse web with associated plating and longitudinals in 2 representative water ballast tanks of each type (i.e. topside or hopper side tank).</p> <p>(4) 2 selected cargo hold transverse bulkheads, including internal structure of upper and lower stools, where fitted. This is to include the aft bulkhead of the forward hold.</p> <p>(5) All cargo hold hatch covers and coamings (plating and stiffeners).</p>	<p>(1a) For bulk carriers with a deadweight less than 100,000 tonnes, all All shell frames in the forward cargo hold and 25% of frames in each of the remaining cargo holds, including their end attachments and adjacent shell plating.</p> <p>(1b) For bulk carriers with a deadweight equal to or greater than 100,000 tonnes, all shell frames in the forward cargo hold and 50% of frames in each of the remaining cargo holds, including their end attachments and adjacent shell plating.</p> <p>(2) 1 transverse web with associated plating and longitudinals in each water ballast tank.</p> <p>(3) Forward and aft transverse bulkhead in 1 side ballast tank, including stiffening system.</p> <p>(4) All cargo hold transverse bulkheads including internal structure of upper and lower stools, where fitted.</p> <p>(5) All cargo hold hatch covers and coamings (plating and stiffeners).</p> <p>(6) All deck plating and underdeck structure inside line of hatch openings between all cargo hold hatches.</p>	<p>(1) All shell frames in the forward and one other selected cargo hold and 50% of frames in each of the remaining cargo holds, including their end attachments and adjacent shell plating.</p> <p>(2) All transverse webs with associated plating and longitudinals in each water ballast tank.</p> <p>(3) All transverse bulkheads in ballast tanks, including stiffening system.</p> <p>(4) All cargo hold transverse bulkheads, including internal structure of upper and lower stools, where fitted.</p> <p>(5) All cargo hold hatch covers and coamings (plating and stiffeners).</p> <p>(6) All deck plating and underdeck structure inside line of hatch openings between all cargo hold hatches.</p>	<p>(1) All shell frames in all cargo holds, including their end attachments and adjacent shell plating.</p> <p>(2) All transverse webs with associated plating and longitudinals in each water ballast tank.</p> <p>(3) All transverse bulkheads in ballast tanks, including stiffening system.</p> <p>(4) All cargo hold transverse bulkheads, including internal structure of upper and lower stools, where fitted.</p> <p>(5) All cargo hold hatch covers and coamings (plating and stiffeners).</p> <p>(6) All deck plating and underdeck structure inside line of hatch openings between all cargo hold hatches.</p>

NOTES

The requirements in this Table apply to all single skin bulk carriers unless stated otherwise.

1. Ballast tank includes peak tanks.

2. Close-up Survey of transverse bulkheads to be carried out at four levels:

- Level (a) Immediately above the inner bottom and immediately above the line of gussets (if fitted) and shedders for ships without lower stool.
- Level (b) Immediately above and below the lower stool shelf plate (for those ships fitted with lower stools), and immediately above the line of the shedder plates.
- Level (c) About mid-height of the bulkhead.
- Level (d) Immediately below the upper deck plating and immediately adjacent to the upper wing tank and immediately below the upper stool shelf plate for those ships fitted with upper stools, or immediately below the topside tanks.

Part 1, Chapter 3 & Part 3, Chapter 5

Effective date 1 January 2007

- *Section 7*
Special Survey – Oil tankers (including ore/oil ships and ore/bulk/oil ships) – Hull requirements

7.3 Planning for survey

7.3.2 Prior to the development of the Survey Programme a Survey Planning Questionnaire is to be completed and submitted by the Owner, see 1.6.9.

- *Section 8*
Special Survey – Chemical tankers – Hull requirements

8.3 Planning for survey

8.3.2 Prior to the development of the Survey Programme a Survey Planning Questionnaire is to be completed and submitted by the Owner, see 1.6.9.

Effective date 1 July 2006

- *Section 17*
Screwshafts, tube shafts and propellers

17.4 Modified Survey

17.4.4 Where the requirements for the descriptive note **SCM** have been complied with as described in 17.3.1 and all data are found to be within permissible limits, partial withdrawal of the shaft ~~may~~ will not be required. Where doubt exists regarding any of the above findings, the shaft is to be withdrawn to permit an entire examination.

Part 3, Chapter 5 Fore End Structure

CORRIGENDUM

- *Section 7*
Forward deep tank structure

7.4 Side structure – Longitudinal framing

7.4.1 The spacing and scantlings of side transverses supporting longitudinal framing are to be as required by 4.4
4.5.

Part 4, Chapter 9 Double Hull Oil Tankers

CORRIGENDA

■ Section 1

General

1.4 Class notation and applicable Rules for non-CSR Double Hull Oil Tankers

1.4.3 At the Owner's request, the notation **MARPOL 13G(1)(e) 20.1.3** may be appended to the notation **100A1 Double Hull Oil Tanker** for vessels not meeting the minimum double side width (d_s) requirements of Table 9.1.1 but which comply with MARPOL Regulation 13G (1)(c).

1.4.4 At the Owner's request, the notation **MARPOL 13H(1)(b) 21.1.2** may be appended to the notation **100A1 Double Hull Oil Tanker** for vessels of less than 5000 tonnes deadweight which have a complete double hull in accordance with MARPOL 73/78 Annex I regulation 13H(1)(b).

1.4.5 Where the length of the ship is greater than 190 m, or where the structural arrangements are considered such as to necessitate it, the scantlings of the primary supporting structure are to be assessed by direct calculation and the ShipRight notations **SDA, FDA** and **CM** are mandatory, see 1.4.5 1.4.6 and Section 14.

Part 5, Chapter 17 Requirements for Fusion Welding of Pressure Vessels and Piping

Effective date 1 January 2007

■ Section 7

Non-Destructive Examination

7.3 Extent of NDE

7.3.4 The extent of testing to be applied to butt welds or fillet welds in For Class II pipes of 100 mm or more outside diameter, random volumetric examination is to be carried out on at least 10 per cent of butt welds. The extent and method of testing to be applied to fillet welds is at the Surveyor's discretion.

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